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As Supplied to the Hospitals.
Per Dozen.....\$30.00
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

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At Moderate Prices; to Suit All Tastes.
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H. PRICE & CO.,
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TO DRINK AT
DANCES AND DINNERS.
CHAMPAGNE.
JULES MUMM & CO.
A CHOICE WINE FOR CONNOISSEURS.
A. S. WATSON & CO. LIMITED,
WINE MERCHANTS,
SOLE IMPORTERS.
ESTABLISHED 1841. [a1545]

CUTLER, PALMER & CO.'S
PRICE \$11.75 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies.
Apply to
SIEMSEN & CO., Hongkong. [a1546]

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7.30 a.m. to 8.00 a.m. Every 10 minutes.
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10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
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4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
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4.5 p.m. & 9 p.m. 9.45 to 11.15 p.m., very 1/2 hour.
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8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
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5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
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Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1902. [a2612]

VICTORIA CYCLE EMPORIUM.
THE pleasure of cycling consists in having a First-class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOL" CYCLES, and we also supply fittings of every description. Repairs executed with promptitude and skill. Enamelling a Speciality.
MCKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a2584]

MACLAREN'S IMPERIAL CANADIAN CHEESE.
IN JARS (MEDIUM and SMALL).
Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, 22nd October, 1902. [a2608]

FOR SALE.
IN consequence of the death of the Proprietor, and to close Executor's accounts, the PLANT, STOCK, BOOK DEBTS and GOODWILL of one of the best and oldest DAILY NEWSPAPERS in Japan. The whole to be sold as a going concern.
Full particulars may be obtained from the Executor,
VIVIAN B. BOWDEN,
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Yokohama, 21st November, 1902. [a3222]

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WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS.
CHAMPAGNES.
PAUL DOMMIER, IRBOY, LANSON, PIPER-HEIDSEICK, GIESLER, KRUG, BOLLINGER, LOUIS ROEDERER, POMMEY AND GRENO.
Telephone No. 75.
CALDBECK, MACGREGOR & CO.
SOLE AGENTS.
Hongkong, 14th November, 1902. [a236]

W. BREWER & CO.
23 & 25, QUEEN'S ROAD.
CHRISTMAS AND NEW YEAR CARDS
IN GREAT VARIETY. LATEST DESIGNS. ALL LEADING MAKERS.
JUST SO STORIES, by RUDYARD KIPLING... \$5.00
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SUPERIOR BRANDS OF EGYPTIAN CIGARETTES.
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SALTER'S BEST RACKET RACKETS at \$7.50 each.
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WILLS' TOBACCOS.
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INDIAN CIGARS—JAVA No. 1, \$2.50 per 100; \$10.50 per 500. [a334]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—
SUPERB OLD COGNAC, \$25 PER DOZ.
Distinguished by Four Stars on the label.
C.P. & Co.'s INVALIDS' PORT \$22 PER DOZ.
This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.
DOURO PORT, \$15.75 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY, \$22 PER DOZ.
LA TORRE SHERRY, \$18.50 PER DOZ.
A natural and most pleasant wine to the taste.
BENEDICTINE LIQUEUR—D.O.M., \$43.75 PER DOZ. QUARTS. \$45.50 PER 2 DOZ. PINTS.
Very soft, palatable, and mature. THEY ARE UNEQUALLED AT THE PRICE
IMPERIAL BRANDY \$12.50 PER CASE.
Less old than the above.
THE ELITE OF WHISKY—THE "PALL MALL," \$22 PER DOZ.
11 Years old; the finest quality shipped. Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL BLEND WHISKY, \$11.75 PER DOZ.
Very soft, palatable, and mature. EVERYBODY SHOULD TRY THESE ITEMS
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FURNISHING DEPARTMENT.
WINTER SEASON'S GOODS JUST ARRIVED.
AXMINSTER CARPET SQUARES.
VELVET PILE AND BRUSSELS CARPETS.
CENTRE RUGS AND MATS.
CHENILLE AND TAPESTRY CURTAINS.
&c., &c., &c.
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JUST RECEIVED
SPICED NORWEGIAN ANCHOVIES (in small kegs).
SALT HERRINGS (in small kegs).
SALT SALMON BELLIES (in small kegs).
SALT EXTRA FAMILY PORK (in small kegs).
SALT GERMAN PICKLES (in small kegs).
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BONELESS CODFISH (in 2-lb. blocks).
Apply to—
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EASTMAN'S KODAKS, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN
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THE SAFETY VALVE OF HEALTH
IS NOT TO BE OBTAINED IN HARMFUL MINERAL PURGATIVES, BUT WHEN SUFFERING FROM BRAIN FOG, INDIGESTION, BILIOUSNESS, LIVER AND KIDNEY DISORDER, &c., THERE IS NO DOUBTING THE EFFICACY OF
TONINE.
IT REFRESHES THE STRONG, RESTORES THE WEAK, REVIVES THE DEPRESSED.
WATKINS, LD., HONGKONG. [a381]

COTTAM & CO.
HATTERS. FOR HOSIERS
EVENING DRESS SHIRTS, WHITE TIES, BOWS, COURT SHOES, KID GLOVES, SILK SOCKS, CAPS, AND TAM O'SHANTERS.
NERNST
NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY! AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
HONGKONG ELECTRIC LIGHT CO. OR SIEMSEN & CO. [a328]

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VISITING CARDS CHEQUES, BILLS OF EXCHANGE, COMPRAODORE ORDERS.
Engraved and Printed equal to the best Copperplate work. Engraved and Printed by European Artist.
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NEW BOOKS BY ENGLISH MAIL.
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THE SEA LADY, by H. G. Wells... 1.75
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HINTS TO YOUNG AUTHORS, by E. H. L. Watson... 2.10
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GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks of 375 lbs. net 6 per Cask ex Factory.
In Bags of 250 lbs. net \$3.75 per bag ex Factory.
SHEWAN, TOMES & CO.
General Managers.
Ho gong, 3rd December, 1902. [a3281]
CASH BAZAAR.
No. 16, LYNDHURST TERRACE.
JUST RECEIVED a Large and Fashionable Stock of Ladies' and Gentlemen's Clothing: Various Kinds of Dress Stuffs, Colourful Silks and Satins; Lace, Handkerchiefs, Silk; Woollen and Sequin Trimmings; Ladies' Gownings, and Children's Boots, Shoes and Slippers; Coatings of Tweeds and Serges; Woollen Single and Double Suits; Linen Table Cloths and Napkins; Towels; Various Kinds of Toys; Xmas and New Year Cards, &c.
Hongkong, 9th December, 1902. [a3275]
SOLE AGENT wanted for Specialties in Engine Packings and Hair Belting. Apply the **FRICITIONLESS ENGINE PACKING CO. LD.,** Headham Vale Works, Manchester, England. [a276]

HOTELS.
HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [a154]
HOTEL INTERNACIONAL.
THE CHEAPEST HOTEL in Macao Beautifully situated in Praya Grande next to Government House.
Telegraphic Address: "Internacional."
Apply to—
THE MANAGER.
Hongkong, 4th October, 1902. [a2651]

INSURANCE
WHAT DO YOU THINK OF LIFE ASSURANCE?
YOU reply: "It is too costly for me." Surely you must be mistaken, for 10 CENTS A DAY is sufficient to secure a man of 30 a policy with the STANDARD LIFE OFFICE for \$1,323.
For full Particulars and Rates, &c., apply to
Messrs. DODWELL & CO., LD.,
Hongkong. [2-a1779]

HOTELS.
HONGKONG HOTEL
A First Class Hotel in every respect. Elegantly Furnished Reading, Drawing, Music, and Smoking Rooms. Private Bar and Billiard Rooms for Hotel residents.
Dining Accommodation for 300 persons. Private Dining Rooms.
Special Dining Room for large parties. Ladies' Afternoon Tea Rooms with European Matron in attendance.
Ladies' Dress Room.
Finest Piano Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wines and Groceries specially imported by the Hotel.
Wines cooled by Hotel refrigerating machinery.
Hotel Linen washed on the premises by machinery.
Bedroom Accommodation—131 rooms.
Fire Extinguishing Mains and Emergency Bells on every floor.
CHARGES MODERATE.
H. HAYNES, Manager. [a49]

THE PEAK HOTEL.
Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a930]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Rooms specially reserved for Captains of the Mercantile Marine.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th October, 1902. [a2829]
HOTEL CRAIGIEBURN.
PUNNETT'S GAP, The PEAK, near the Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [a52]

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near the Banks and Principal Offices. Excellent Cuisine and Wines. Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a51]

"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA) MACAO
HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place all comforts of a home.
A most pleasant retreat for those desirous of a few days' rest and quiet.
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.
Macao is 40 miles south-west of Hongkong. One steamer (s.s. Heungshan), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER.
[a2165]

VICTORIA HOTEL, SHAMEN, CANTON. BRITISH CONCESSION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a153]

INTIMATION

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT MERCHANTS

SCOTCH
WHISKY.WATSON'S
CELEBRATED

BLEND

VERY OLD LIQUEUR SCOTCH
WHISKY.A blend of the finest WHISKIES dis-
tilled in SCOTLAND of great age, very fine
and mellow.Pronounced by Connoisseurs to be the
BEST BLEND in the FAR EAST.

Per Dozen \$16.50

The following are also recommended, and
are unsurpassed in quality:—A.—THORNE'S BLEND \$12.00
B.—GLENORCHY, MELLOW
BLEND, a fine "Soda"
WHISKY of great age 12.00
C.—ABERLOUR-GLENLIVET 13.50
D.—H.K.D. BLEND of the Finest
Old Malt Scotch Whiskies 16.00A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

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Correspondents must forward their names and ad-
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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.

LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 11th December, 1902.

NOTWITHSTANDING the somewhat pathetic
lament of Mr. D. E. BROWN over the scheme
for the construction of a new large dock at
Hunghom, the project may now be con-
sidered as dead as Queen ANNE. The share-
holders of the Hongkong and Whampoa
Dock Company, Limited, were emphatic
enough in their rejection of it at the meeting
held on Monday in the City Hall. The
majority against the scheme, which by the
way was never seconded, was simply over-
whelming, and the decision expressed,
following on the remarks made, constituted
in effect a vote of want of confidence in
those directors who advocated it. Probably
the hint will be accepted, and several
resignations from the Board will follow in
due course. It was exceedingly plain
from the proceedings at the meeting on
Monday, that the majority of the directors
were hopelessly out of touch with the
shareholders, and hold views as to the
management of the concern considerably at
variance with the ideas of those whose
interests they are supposed to represent.
It is not often in this Colony that a Board
of Directors of a public company gets so
completely at issue with its shareholders.
Nor was this the first difference the same
directors have had with their shareholders.
Their action in regard to the last dividend
paid was most tactless and high-handed.
Whatever differences there might be as to
the wisdom of paying an extra dollar on the
dividend, there was no necessity for an ad-
journment of three months in order to take a
poll. This was regarded by the share-
holders, and with some show of reason, as
a punishment for daring to question the
action of the directors, and they are not
likely soon to forget it. The powers given
to directors are necessarily large, but they
should be exercised with the utmost possible

tact and fairness. The directors are, after
all, the servants of the shareholders, placed
in their position to manage the affairs of
the Company, to protect their interests, and
to give the benefit of their experience and
influence to the concern. For this they
are paid a fee, varying with the importance
and wealth of the Company, but it usually
constitutes a handsome remuneration for
the time and trouble expended by the
directors. The directors are of course also
shareholders, but as a rule their interest is
small as compared with that of the body of
shareholders, and whatever their views or
demands the latter have a right to be
consulted in any matter of importance, and
may reasonably expect to be treated with
all the consideration possible. That the
shareholders of the Hongkong and Whampoa
Dock Company, Limited, have received the
courtesy and consideration to which they
are entitled from the hands of their directors
can hardly, we fear, be maintained by the best
friends of the latter. There has been too
much disposition on the part of some of the
directors to treat the shareholders as a pack
of boys clamouring for more lollipops.
This is always a mistake, for it cannot be
doubted that, while in some cases share-
holders are too much inclined to extract
the very maximum of profit from a concern,
many of them, as sound investors, are
strongly opposed to the policy of drain-
ing its resources in order to pay
big dividends. In any case the demand
of the shareholders should have been met
in a different spirit, and not regarded as a
sort of mutiny against the Board. Some
directors, it would seem, have yet to learn
that they are removable at the pleasure of
the shareholders, whose patience may at
any time give way if subjected to an undue
strain.

The directors have, doubtless, gained
their lesson from Monday's fateful meeting:
the Government has also one to learn
therefrom. It is one that even he who runs
may read. Excessive greed is apt to over-
reach itself and miss the object sought for.
Had the Government been content, when
the idea of making another dock at
Hunghom larger than the Admiralty
Dock was first brought forward, to
charge a nominal price for the land, or
rather water, required, unshackled by
burdensome conditions, which it had no
right to insist upon, it would have effected
the sale and been receiving the Crown rent
for this large area, with further revenue
in prospect in the shape of rates when
buildings had been erected. Now it has
the sorry reflection that, by asking the
impossible it has lost all, and created much
irritation. There is no chance of any
person or body applying for the area in
question, as it would be suitable only for a
dock, and if the Hongkong and Whampoa
Dock Company will not take it for the
purpose no one else is likely to do so. The
shareholders of the Dock Company would,
we imagine, decline the land as a gift now
if clogged with the condition of constructing
a dock there; but had it been obtainable
three years ago at a nominal price and
without the absurd conditions sought to be
imposed, the work would most certainly
have been undertaken. We hope that the
Government will never repeat this very
serious mistake. It should be their con-
sistent aim and endeavour to foster and
encourage industrial enterprise, and to
afford what aid lies in their power to such
undertakings. Sir WILLIAM DES VŒUX
announced, many years ago, that such
would be the policy of the Colonial Govern-
ment, and we believe he was eager to carry
it into effect, by affording any facilities
possible to assist in introducing new indus-
tries into the Colony. During the present
Administration it would seem that a change
has come over the Government policy,
which may be fairly described as one of
squeezing as much revenue as possible out
of every commercial or industrial institution.
This policy of grab is neither dignified nor
wise, especially at a time when the Colony
is suffering from severe depression brought
about by recent troubles in China, the
continued disastrous fall in the value of
silver, and the yearly recurrent ravages of
plague, with all the expenses and losses
attendant on the latter. We do not ask
that the Colonial Treasury should be
depleted or deprived of its just dues, but
we do emphatically urge that where it is
obvious that sites are required for the
establishment of a new, or the extension of
an old industry the promoters should be
treated with liberality, to the end that they
should be encouraged to locate themselves
here and thus contribute to the wealth and
importance of the Colony.

The British troopship *Clive* sailed for Taku
yesterday.

On Monday next Dr. J. C. Thompson will
deliver a lecture before the Hongkong Old
Volunteers Society on "Malaria and its Relation
to the Mosquito," with naked eye and microscopic
demonstrations of mosquitoes and the parasite of
malaria.

The Crown Prince of Siam is expected to
reach Japan on the 15th inst.

It is expected that the projected agricultural
college will be established in Corea next year.

Rumours are current in Corea of an imminent
war between Japan and Russia. The story has
wonderful vitality.

The Hon. Treasurer of the Alice Memorial
and Netherlands Hospitals begs to acknowledge
with thanks the following donation to the funds
of the Hospitals:—Zoroastrian, \$10.

The Nanchang correspondent of the P. & T.
Times writes last month:—The three gun-boats
are now all sunk in their docks, H.M.S. *Blonde*
being the last to get in, on the 19th inst.

An appeal has been lodged by the defendant
in the Joransen-Hopkins adultery case at
Yokohama against the sentences of 8 and 6
months imprisonment respectively and the fine
of 1,000 yen.

The *Universal Gazette*, writing of the recent
murder of a Chinese workman by some American
sailors at Shanghai, refers to the Chongchow
case and appeals to the U. S. Consul-General to
deal with the Shanghai affair justly.

A correspondent writes from Mokpo, Corea,
stating that an Indian gentleman, by name
Krishna (?), has just arrived from Japan on a
tour of investigation into the condition of Corea
and the neighbouring possessions of Russia.

The Grand Duke Cyril of Russia arrived at
Nagasaki on the 27th ult. on the cruiser *Admi-
ral Nachimov* from Port Arthur. The cruiser,
which is on the voyage home, is coming to
Hongkong, with the Grand Duke on board.

On Monday, 8th inst., in the Freemasons' Hall,
Mr. H. W. Wolfe was installed as Worshipful
Master of United Service Lodge 1341, the
ceremony being conducted by Grand Master
E. C. Ray, supported by the members of the
District Grand Lodge. The hall was tastefully
decorated for the occasion.

H. Schoon, lately agent for Messrs. Carlowitz
& Co., has been arrested at Saigon on a charge
of embezzling about \$2,900 belonging to that
firm. It is alleged that Schoon absconded from
Hongkong after collecting the money on behalf
of Messrs. Carlowitz. Arrangements are being
made for his extradition.

As a result of investigations made by Ser-
geant Munson and Sergeant J. Watt, most of
the property stolen from a room in Connaught
House last week-end has been recovered, and
two arrests have been made. The suspects, who
are described as beachcombers, were wearing
part of the stolen clothing when taken into
custody.

The German Royal Gamekeepers' Bureau
has kept a record of Emperor William's
hunting. During thirty years he has killed
47,443 pieces of game, including 2,988 deer
or chamois; 2,823 wild boars, 19,508 hares
or rabbits, and 18,891 pheasants. "Let's go
out and kill something" used to be considered
an Englishman's motto, but the Kaiser seems
to be a serious sportsman.

The following journalistic delegates arrived
at Haiphong from France last week, to proceed
to the Hanoi Exposition:—Mr. C. Halais,
Indépendance Belge; Mr. Mille, *Temps*; Mr.
Berthelot, *Gironde* and *Petit Geronde*; Mr.
de Noirfontaine, *Soleil Illustré du Dimanche*;
Mr. Gaudolph, *Liberté et Gauche*; Mr. de
Bergis, *Gazette de France*; Mr. Deguy, *Lanterne*
and *Petit République*; Mr. Crépét, *Nouvelle
Revue*; Mr. Sautels, *Européen* and *Revue des
Sciences*; Mr. Samson, *Dépêche Coloniale*; and
Mr. Sallant de Pressat. They were met at
Haiphong by Mr. Lafrique, on behalf of the
Commissioner-General of the Exposition.

The *Japan Mail* of the 27th ult. says:—
Further bewildering reports come from Seoul.
It is now stated that the alleged arrest of the
editor of the *Seoul News* is incorrect. He is
not involved in the trouble. The source of
disturbance is, as already stated, a struggle for
supreme power between Li Yong-ik, Minister
of Finance, and Li Kwan-thaik, Chief of the
Metropolitan Police. The latter is said to have
preferred charges against the former and to have
applied for his arrest, but the application
has not been granted. Li Yong-ik, on his side,
has accused Kwon Cho-hyok, Chief of the
Artillery and Engineer Bureau, of a plot to
assassinate him. Kwon, of course, denies any
such crime, and one Nam Cheung-sik, a former
Vice-Minister, has been apprehended as a
witness, it being the custom in Corea to
imprison witnesses as well as accused persons.
Such is the outward aspect of affairs, but as to
the influences operating beneath the surface, no
onlooker ventures to be explicit.

The P. & T. Times of the 29th ult. says:—
We are in a position to affirm that the *Je Je*'s
statement to the effect that Captain Liu, so
notoriously associated with the Chongchow
massacre (1) has escaped from prison with the
connivance of the local Chinese authorities, and
(2) that the gentry and officials have confessed
their share in his escape, and have petitioned
the Viceroy Chang Chih-ting to have the Im-
perial Edict altered is wholly wrong. The
facts are: (1) that the Chinese subordinate officials
in Hunan have loyally carried out the under-
taking of the Central Government to the British
Minister, (2) that the guilty official Liu was
duly beheaded in the presence of a Consular
officer from the British Consulate-General at
Hankow, and (3) that this same British Consular
officer was received by the local authorities with
becoming honours and respect on the occasion
of the execution. We cannot conceive the pur-
pose of the *Je Je* in starting a report so mis-
leading and yet so circumstantial without some
authority.

TELEGRAMS.

REUTERS' SERVICE.

London, 8th December.

RUSSIA AND THE PERSIAN GULF.

The Russian Steam Navigation Company
has approved the draft agreement with the
Government for the establishment of regular
and frequent sailings between Odessa and the
Persian Gulf.

THE VENEZUELAN QUESTION.

Mr. Balfour states that no efforts have been
spared to obtain an amicable settlement of
British complaints against Venezuela, but
latterly British representations have been
practically unnoticed; and Germany is in a
similar position. A final communication has
been made to Venezuela by both the British
and German representatives, and, if no satis-
factory reply is received, the respective
Governments will take the necessary measures
to enforce their claims.

MR. CHAMBERLAIN'S TOUR.

Mr. Chamberlain had an audience of the
Khedive yesterday afternoon, after which he
visited the Pyramids, and re-embarked at Suez
on H.M.S. *Good Hope*.

London, 8th December.

THE RUSSIAN FAR EASTERN
SQUADRON.

The Russian Far Eastern squadron has
sailed from Portland for China.

VENEZUELA.

H.M.S. *Retribution* and the third German
cruiser have arrived at Lagnaira.

THE THAMES COMMAND.

Sir R. C. Hart, V.C., K.C.B., has been
selected to command the Thames district.

THE NANKING VICEROYALTY.

Reuters' Peking correspondent telegraphs
that Wei Kung-tao, Viceroy of Yunnan, has
been appointed to succeed Liu Kuang-yi in the
Viceroyalty of the Liangkiang at Nanking.

THE "KOREA" AT HOME.

To-day from two till five o'clock in the after-
noon the Pacific Mail Steamship Co. are throw-
ing open for public inspection their magnificent
new liner the *Korea*. The ladies of Hongkong
are cordially invited to inspect the vessel. All
the officers of the men-of-war and the ships in
the Harbour have been asked to be present.
There will be plenty of lunch accommodation
from Blake Pier.

"SHERLOCK HOLMES."

Familiarity on the part of the audience with
the nature of a play and the characters depicted
therein is one of the greatest difficulties that
can confront a theatrical company, for invariably
the auditorium has decided for itself the
particular lines on which the piece shall run
and the general nature of the roles to be
assumed. That was the position yesterday
evening of the Janet Waldorf Company when
they essayed in the Theatre Royal to produce a
dramatisation of Sir Conan Doyle's world
famous *Sherlock Holmes*, and that they did
so successfully is but another tribute to
the capabilities of the company. Moulded
into concrete form from the series of
stories that has placed the gifted author of
Sherlock Holmes in the forefront of latter-day
novelists, the dramatisation staged by Miss
Waldorf's Company conveyed vividly to the
audience many of the principal incidents in the
career of the great detective and marked another
in the list of successes that have attended the
Company's tenure of the Theatre Royal.

OUTBREAK OF FIRE.

About three o'clock yesterday morning fire
broke out at 48, Elgin Road, Kowloon—one of
a large block of houses near the Queen's Hotel.
The flames spread with remarkable quickness,
and in less than half-an-hour were belching
from every one of the four floors, throwing out
a degree of heat that made near approach almost
impossible. Burning embers were thrown into
the air, and rendered dangerous the position of
other buildings in the immediate vicinity. The
staff of the Queen's Hotel prepared itself for
emergencies, but fortunately its precautions were
not put to the test. Under Messrs. Unsworth
and Packham, the fire engine belonging to
the Godown Company was run out and from the
Pryas pumped sea-water through a long line
of hose on the burning house. Before this was
accomplished, however, the four floors of the
premises were beyond saving, and ultimately fell
in the great mass of debris having a salutary
effect in the extinguishing of the conflagration,
which practically burnt itself out. At one time
it looked exceedingly probable that the flames
would spread to the adjoining houses, but their
hold was released when the Godown Company's
staff got to work. The engine from Yau-mai
Police Station stuck in the soft, muddy
road on the way to the scene of the fire, and
Sergeant MacSwayed, who was in charge, had to
get the assistance of a number of Indian soldiers
to extricate it. These Indians, by the way,
were the first to attack the outbreak, but their
efforts were unfortunately rendered futile by the
failure of their manual engine, worked though it
was to every advantage, to pump the water to any
appreciable height. The brigade from the Central
Police Station, under Captain Lyons, Deputy
Captain Superintendent of Police, arrived as
quickly as possible, but the great distance at
which the water from the harbour had to be
pumped delayed their operations, and the fire
had practically burnt itself out before they were
ready to fight it. The cause of the outbreak
is not known.

CORRESPONDENCE.

[We do not hold ourselves responsible for the
opinions expressed by our correspondents.]

THE RIDER-MAIN SYSTEM.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th December.

SIR,—In my remarks on the all-engrossing
water topic, kindly allow me to disclaim any
intention of injuring the Chinese. I have no
desire to give offence or inflict hardship on any
portion of the community. On the other hand
I am no philanthropist; mine is purely a selfish
motivation. I simply do not relish the prospect
of being on a short allowance for all time to
come. Every household knows how difficult a
thing it is to prevent waste by Chinese
servants in his own family, even in times of
direst drought; and these servants are trained in
a manner to European methods. If a twenty-
four hours' supply were turned on in Chinatown
it would take three men to look after each tap.
This would give them eight hours each of un-
interrupted watchfulness. The gentleman who writes
over the quaint *nom de plume* of "Ranjan" is
a writer of rare and enviable brilliancy, and I
have much pleasure in quoting what I take to
be his strongest point in the prevention of waste
under the rider-main, or intermittent system.
When the water is turned through the rider
for the use of the tenants, along comes the
inspector; he applies his stethoscope to detect
the "sound of running water." He finds them
using it and promptly turns off the whole
"block"—say an acre or two. If he doesn't
wish to be arbitrary he can go through the
whole block and find out, if he can, who was
running it at the time he applied the stetho-
scope. Unmannered water to the Chinese means
waste, and waste means famine.—Your, etc.,
AQUARIUS.

THE FRENCH CONVENT BAZAAR.

The annual bazaar of the Sisters of the Asile
de la Sainte Enfance, Hongkong, will be held
to-morrow, commencing at 2 p.m., in the
City Hall. The majority of our readers are
well aware that of the charitable institutions in
our midst this is one of the most deserving, and
those who patronise the bazaar and purchase
articles made by the Chinese orphans under
the skilful tuition of the French Sisters,
will help forward a good cause and enable the
work to continue and to increase. The French
Convent is an institution which will well repay
a visit, and all visitors are welcomed. With-
in its hospitable walls may be seen scores of
healthy, clean, and happy Chinese children
of all ages, who originally in their infantile days
were surreptitiously dumped at the door
of the convent, deserted by their parents, and
the majority so sick and puny that they were
left for dead. If the child is a male it is
generally left at the convent gate when its
parents feel that it is in its last gasp
for existence, and not unfrequently bears signs
of having been tortured by the remedies pre-
scribed by Chinese quacks. Female children
are generally left in a filthy condition by
parents who are too poor to provide and too
unnatural to care for them. The people who
should above all others support such a noble
institution are undoubtedly the rich Chinese in
our midst, and it is to be greatly regretted
that the educated among them do not set
the example by visiting the convent and
observing the actual work done. They can
see the condition of the infants when received,
many too far gone in disease to render
recovery possible, and the condition of those
who have recovered, who grow up to be healthy
and useful men and women. Local Chinese
charity is occasionally too apt to lean towards a
flourish of trumpets which a published subscrip-
tion list provides. In addition to the children,
the Sisters care for the sick and aged who are
brought to them, and who find, when devoid of
support, a quiet and comfortable home for the
remainder of their days. We trust the bazaar
will receive the great support it merits, and
especially so from the wealthy Chinese in our
midst.

POLICE COURT.

Wednesday, 10th December.

BEFORE MR. F. A. HAZELAND (POLICE
MAGISTRATE.)

BUILDER'S OFFENCE.

On the complaint of Mr. P. T. Crisp, Inspec-
tor of Buildings, P.W.D., Wong Lun, 163,
Kramer Street, was charged on four counts with
contravention of the Building Ordinance in
connection with the building of a house in
Kramer St., bad bricks, bad mortar, hollow
walls, and deviation from plans with regard to
foundations. He pleaded guilty.
The Magistrate imposed a penalty of \$25 on
each count—\$100 in all.

BEFORE MR. J. H. KEMP (ACTING
POLICE MAGISTRATE.)

CAUGHT IN THE ACT.

Chan Tak, a coolie, was charged on the com-
plaint of Mr. M. W. Eversall of the Electric
Light Works with the theft of a bat from his
house at the works. The evidence showed that
the thief was caught by Mr. W. F. Mear leaving
the house with the bat in his possession.
Sentence—One month's hard labour.

AMERICANS IN TROUBLE.

Three men belonging to the American war-
ships presently in port were brought up on
various charges. John Hendon for assaulting
a bar-boy in the Stag Hotel was fined \$5 with
the option of 14 days' imprisonment. W. J.
Montana was mulcted in a total sum of \$8 for
disorderly conduct in Bonham Strand and
breaking the door of a house there. A similar
penalty was imposed on Robert McDonald for
behaving in a disorderly manner in an eating-
house in Queen's Road and damaging property.

HONGKONG REGATTA.

Fairly favourable weather, if not blessed
by sunshine, marked the opening yester-
day of the annual two-days' regatta—the
forty-fifth up till the present—promoted by the
Victoria Recreation Club and the Hongkong
Boat Club. H.E. the Governor, Sir H. A. Blake,
G.C.M.G., was President of the regatta, and
the other officers connected therewith were filled
up as follows:—

Stewards:—H.E. Major-General Sir W.
Gaseigne, K.C.M.G.; Sir W. Meigh Goodman,
Chief Justice; Dr. J. M. Atkinson, Mr. F. J.
Badeley, Lieut.-Col. L. F. Brown, R.E., Col.
W. Birdwood, 14th Bombay Infantry, Messrs.
T. P. Cochrane, G. de Champeaux, Hon. W.
Chatfield, Messrs. W. B. Dixon, E. G. G. Dr.
O. Gumprecht, Messrs. F. A. Hazeland, E. A.
Kewell, W. G. Humphreys, J. J. Leida (Vice-
Consul for Brazil), G. C. C. Master, H. M.
Mody, E. Ormiston, H. E. Pollock, K.C., Com-
modore C. G. Robinson, R.N., Mr. A. G.
Romano (Consul-General for Portugal), Hon.
Commander R. Murray Rumney, R.N., Hon.
R. Shevan, Dr. G. Bateson Wright, D.D.,
Lieut.-Col. H. Wylly, Sherwood Foresters, and
Mr. M. A. A. Souza.

Committees:—Hon. F. H. May, C.M.G.,
Chairman; Mr. Thos. H. Reid, Vice-Chairman,
V.R.C.; Mr. Basil H. Taylor, R.N., Vice-
Chairman, H.K.B.C.; Messrs. W. Armstrong,
W. S. Bailey, H. L. Bingley, P. C. Barlow, G.
A. Caldwell, W. A. Crake, E. W. Carpenter,
A. Denison, J. D. Danby, E. M. Hazeland, H.
W. B. Kennett, M. McIver, and G. Pappier.

Judges of the Rowing Races:—Messrs. E.
W. Mitchell and A. Chapman, and Lieut. A.
Cochrane, R.N.

Umpires and Starters:—Starter (Rowing),
Mr. W. Hutton Potts; Umpires (Rowing),
Messrs. C. H. Grace and G. Stewart; Yacht
and Open Sailing Boats, Mr. C. E. Gale.

Time-keeper:—Mr. Geo. P. Lemmer.
Hon. Treasurer:—Mr. R. H. B. Mitchell,
V.R.C.

Hon. Secretaries:—Messrs. Frank W. White,
V.R.C., and C. H. Gale, H.K.B.C.
The arrangements in connection with the
Regatta were marked by the thoroughness and
attention to detail characterising the fixture in
previous years. The sailing ship *Daylight* had
been placed at the disposal of the Committee
as a flagship by Captain Reade, and here (tiffin
was served the while selections were discouraged,
by the band of the 33rd Burma Light Infantry.
The flagship, few bunting aloft fore and aft,
and chairs were provided at vantage points
for the numerous guests witnessing the Regatta.
Nine rowing races and three sailing races
comprised the day's programme, and provided
enjoyable sport. It was regrettable, however,
that owing to the unpopularity of the
competitors in some races in getting to
the starting-point, it was found impossible
to start the ninth race on the card, the
Lusitana Cup, which will take place probably
on Saturday. The Sailing Championship,
open to amateurs in the East, should have been
rowed to-day, but as the conditions looked
favourable it was decided to finish the race at
once. One unfortunate feature was the failure
of crews to compete in the naval races. These
are always interesting, and the apathy displayed
in respect of them robbed the sports of an
appreciable part of their interest. The course
was kept clear by the Water Police. The course
was the results of the races:—

Light Gun.—Open to European non-commissioned
officers and men of any regiment or
corps of the garrison or to European crews of
any of H.M. vessels or to European members
of the Police Force. Entrance, \$1. Distance,
one mile. Boats to be approved of by the
Committee. Time allowance, 8 seconds per
oar. Five boats must start for 2 prizes. 1st
prize, \$35; 2nd prize, \$10 (post entries).
Service oars and conditions.
Only one boat turned up for this event—
from the *Turpelo Depot*—and when the crew
had rowed over the course they were awarded
the race.

SECOND RACE.
HONGKONG CHALLENGE CUP.—For four-oars.
Cup presented by Hon. F. H. MAY, C.M.G.
The Cup to become the property of the Club
or unit of His Majesty's Forces which wins
it 3 times in succession or 5 times in all.
Amateur crews representative of any Amateur
Rowing, Boating, Yachting or Aquatic Club
in Hongkong or China, or of any portion of
His Majesty's Naval or Military Forces
stationed in Hongkong or China, to be eligible
to compete. Distance, one mile and a-half.
Entrance, \$10.

1. HONGKONG BOAT CLUB.
Station No. 1.—Green and White.
Bow ... F. C. Barlow ... 10 0
2 ... G. E. Pappier ... 11 0
3 ... H. Brandes ... 11 3
Stroke ... W. O. Kohler ... 12 7
Cox ... J. Meier ... 10 0

2. HONGKONG BOAT CLUB.
Station No. 4.—Green and White.
Bow ... A. Teleke ... 10 11
2 ... G. H. Edwards ... 11 3
3 ... C. McL. Messer ... 12 7
Stroke ... W. L. Bingley ... 12 8
Cox ... R. F. Grant ... 10 0

VICTORIA RECREATION CLUB.
Race.
Station No. 3.—White and Red.
Bow ... J. Miller ... 10 11
2 ... A. A. Alves ... 11 6
3 ... W. Armstrong ... 11 6
Stroke ... C. E. A. Hance ... 11 11
Cox ... G. A. Caldwell ... 10 0

VICTORIA RECREATION CLUB.
Thistle.
Station No. 2.—White and Red.
Bow ... F. D. Bain ... 9 12
2 ... L. Lapeley ... 11 4
3 ... A. Humphreys ... 11 6
Stroke ... A. E. Alves ... 11 11
Cox ... C. M. S. Alves ... 10 0

A good start, but it became at once evident
that the two boats of the Hongkong Boat Club
were the best manned. No. 2 fell off and was
early out of the race. No. 3 was excellently
steered by Caldwell, but was unable to take the
lead from No. 1, which got in ahead nicely.
Time, 10 min. 31 sec.

THIRD RACE.
HARBOR POLICE.—Open to the Chinese
members of the Harbour Police. To be

ILLUSTRATED WITH VIEWS OF
HONGKONG AND CHINA.

EASTMAN'S

KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING
WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES
FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONYACHEE & CO.,
PHOTOGRAPHIC GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 15th November, 1902.

TELEPHONE No. 133.

SIAM'S GOLD STANDARD.

The *Siam Observer* of the 27th ult. writes:—The very important announcement made yesterday as to the closing of the Siam Mint to the free coinage of silver has dwarfed all other topics to-day. This is a realization of Mr. Rivett-Carnac's scheme which, had it been adopted when first proposed, would have had the advantage of a much more valuable title, but the fulfillment of which comes better late than never. The fall in the rate of exchange has lately been such that many readers will probably welcome this action of the Government with something like a positive gasp of thankfulness. A year ago it was thought that a ton of silver represented the nadir. When it came down to a shilling one felt that the lowest depth must surely have been reached. But it now takes 24 ticals and comes to make up the gold sovereign, and we have just heard a hideous story of a further fall which will bring us down to something like 24 ticals to the £1. Under the circumstances it was high time for the Government to come to the rescue.

We believe an interview is taking place this afternoon between the bank managers in Bangkok and officials of the Government. Whether any immediate result will follow from this interview remains to be seen. It is only to be hoped, for the sake of traders and all concerned, that the policy of the banks will be determined speedily and that it will assist and facilitate the action of the Government. This action must, of course, tend to raise and steady the value of the tical, and the steady effect alone must be a great boon to the commerce and general interests of the country.

The *Bangkok Times* of the same date says:—The surprise of yesterday afternoon has had the effect of making the banks feel doubtful as to their exact position, and disinclined to do exchange business. Still the natural result of the new law was immediately seen. The Hongkong and Shanghai Bank, which yesterday quoted the dollar at 1s. 6d. did a limited selling business this morning at 1s. 6 1/2d., and the buying rate was 1s. 7d. At the Banque de l'Indo-Chine the selling price quoted was 1s. 6 1/2d., but that Bank refused to do any buying, and in fact was disinclined to do business in the present uncertainty. The Chartered Bank was also disinclined to do exchange business for the same reason. That Bank received a telegram from its Head Office in London to-day, announcing that forward silver has fallen since yesterday (from 21s. to 20s.), and that the London market is demoralised. Siam's action is no doubt a slight factor contributing to that result, but it can hardly be more.

A SOCIAL QUESTION.

It is curious and interesting to find that Kobe society is more or less exercised about a question which occupied the attention of Hongkong folks as much as thirty-six years ago—the question of dance engagements. Away back in the days before Hongkong had begun to shake off its evil reputation and when the cemetery in the Happy Valley was becoming rapidly peopled, ladies were few and far between in the Crown Colony. Probably there were not more than five or six in the whole place, and as a consequence each of them had friends of the other sex more intimate and numerous than is usual in better balanced communities. Persons that made a study of sociological questions considered such a state of affairs questionable for the ladies, and, at the same time, commiserated the men who were not among the favoured followers. There is no doubt that these individuals had a chilly time of it. Their situation developed its least agreeable features on dancing occasions, for not only did the ladies engage themselves many days in advance, but they were so complete that she did not hesitate to protect imaginary engagements with the letter whenever an ineligible outsider ventured to ask for a dance. There was a great deal of grumbling. Men were heard to declare that a lady had no business to make promises until she actually entered the ball room, and that to have phantom names on her programme was a downright shame. The ladies never seemed to pay the smallest attention to such grievances. They knew well that their monopoly would soon be broken down, as indeed it was, and they just amused themselves in the sunshine. Apparently Kobe ladies are behaving similarly, and the ancient problem of their right to do so is again on the tapis. Right to do so indeed! When did a lady show any practical solicitude about the abstraction called "right" in such matters?—*Japan Mail*.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Athenian* arrived at Yokohama at 9 a.m. on the 10th inst., and left again at noon same day for Kobe, where she is due to arrive at 6 p.m. tomorrow. The Indo-China steamer *Kunwang*, from Calcutta and the Straits, left Singapore for this port on the 9th inst. p.m. The A.L. steamer *Vindobona* left Kobe for this port on the 9th inst. The P. & O. steamer *Canton* left Singapore for this port on the 9th inst. at 1 p.m. The Boston Tow Boat Co's steamer *Pleidead* left Victoria, B.C., for Yokohama and the usual ports on the 4th inst. The N.P. steamer *Olympia* left Victoria, B.C., for Yokohama and the usual ports on the 8th inst. The Boston Steamship Co's steamer *Shannon* arrived at Tacoma on the 8th inst. The Boston Tow Boat Co's steamer *Lynx* sailed from Yokohama for Tacoma on the 3th inst.

JAPAN AND ORIENTAL SUPREMACY.

[FROM A SPECIAL CORRESPONDENT.]

Tokyo, 24th November.

Among the celebrations which turned all Japan into a festival ground, when the Anglo-Japanese convention was signed, the one at the northern port of Hakodate included a procession in which a herculean figure in the uniform of a Japanese admiral smiled benignly down upon England, dressed as a midshipmite. The little fellow clung to the hand of the big protector, into whose face he looked appealingly, and the expression of the bluff giant conveyed as plainly as words an assurance that the lad might calm his fears, for he was now out of danger. Probably that device was not in any part of Japan embody an estimate of the relations of England and Japan in respect to the integrity of Corea for agitation upon that subject and upon threatened Russian encroachment there had too long excited this country to leave the least informed ignorant that the preponderance of immediate benefit from such a convention was decidedly with Japan. But the demonstrations of enthusiasm with which the device was greeted typified none the less the estimate in which Japan is held at home, in comparison with other governments, and it points to ambitions for the future which shall compel universal recognition of such superiority. This horizon here does not extend beyond the East. With the spaces outside of that sweep, political thought concerns itself only diffidently. Within it Japan aspires to dominate. Any countervailing influence will be classed as inimical. But Europe and the United States are expected to understand that while their friendship is sincerely desired, the sooner they make Japan a confident and adviser, and entrust to her the immediate guardianship of international interests in the East, the sooner may they expect the removal of political friction in these longitudes.

National spirit manifests itself in the smallest details. From Colombo to Vladivostok the seaport merchants display to visitors stocks gathered from many fields. The Chinese views with equal pleasure profit from goods made in India, Malaya, Siam, China, Japan, Europe, or America. As little concern over the origin of his stock burdens the Chinese trader, the Philippine storekeeper, or the Russian. In Japan goods are Japanese. When foreign articles come in they come responsive to special call, except in lines not made in Japan. It never enters the mind of a native salesman to tempt purchases on the ground that goods are imported. His nature will not admit the supposition that anything Japan can make can fail to be superior to a similar article made elsewhere; and with assumption of offensive superiority, but quite as a matter of course, he tenders to callers Japanese goods, taking care to mention that they are such.

The same spirit extends to larger affairs. In calling "check" upon the diplomatic chessboard in the East, Japan may feel primarily that the convention with England has at least deterred the approach of Russia to the south end of Corea, where its military or naval presence might menace the Japanese coast. Yet the thought of self-preservation is not uppermost. Japan has at no time doubted its ability to hold its own with Russia, were a contest forced. A barrier like Corea, established in connection with another Power, is thus a convenience rather than a necessity, so far as the welfare of Japan is alone concerned. The convention approves itself to Japan in a much larger sense. Russian encroachment would threaten something more serious than a conflict off this coast. It might mean the absorption of Corea, invasion for permanent account over the borders of Manchuria, and threaten the peace of the world. By promising to avert the calamity, Japan feels that the convention provided a safeguard for commercial progress, and advanced the day for such confidence in this government that the grasp of fellowship which other governments have extended will no longer be an act of friendly tolerance but of sincere goodwill.

It is in line with the actuating force behind all development here that Japan shall become the agency of progress for Asia, growing thus in political stature; and that in being accredited to this function it may become the clearing-house for trade between the East and the West. Hence in conventions negotiated by its diplomatic agents, in the facilities that its ports may furnish for handling merchandise, and in the improved industrial equipment that may be expected with the help of foreign capital, it hopes to reach its ambitious goal. Diplomatic relations have been well guarded so far by the body of able representatives it keeps abroad. There is no reason to suppose that these men, or their coadjutors at home, will be less zealous for the future than they were in negotiations which have advanced Japan to a favoured nation place; outlay on improvements for the benefit of commerce has been undertaken on a generous scale; and public discussion points to such liberalisation of the law as to invite outside capital and insure its safe lodgement.

Paternalism in government has a hold, so strong in the Japanese nature that for purposes of present practical consideration it may be considered fixed in the national policy. Through the many centuries of feudalism, when the lords of the soil did the thinking for the masses, nearly all industry had to be fostered by direct help. That practice induced a habit of dependence in such affairs which the Government is forced to recognise. The collapse of the boom in industrial speculation, by bringing disaster upon many bold ventures in capital, served to deepen the sense of timidity that commonly attached in other years to unaided enterprise, and if the Government has in mind relief for itself at any time from the importunities of those who expect its help in their private undertakings, the time is not yet ripe for the disclosure of such a purpose.

Hence subsidies are the fashion, and in apparent general favour. The railroads have them, as do the steamship lines; there are bounties in certain directions, and in others the effect of bounties has been secured by a tariff wall as high as to shut out competition. Government monopolies exist in camphor and tobacco. In furtherance of a scheme to help out the finances of Formosa, it has been proposed to institute a Government lottery on that island. There also steamship competition has been destroyed, driving off the only line that ever gave really efficient service. Since government there is colonial and in a sense experimental, it may perhaps not be fairly held to the standards expected at home; and possibly the operation of a broadening policy here may in time induce these administrative changes designed to persuade the return of the foreign capital which gave to that island before it passed to Japan greater commercial activity than it has since enjoyed.

Harbour improvements at Osaka are in line with the policy to promote commerce and domestic industry. Always the chief industrial city of the empire and now the most modern and busiest in appearance, Osaka could not hold its own in a forward movement of magnitude with its present harbour accommodations. A bar shut it off from the head of the Inland Sea, except for junk or other light-draught vessels. Industrial growth occurred in the long period when outside commerce was forbidden and all heavy vessels of sea-going tonnage were destroyed. With changed conditions, the fortunes of the port would naturally be influenced by the facilities for transportation, it could command. With the Inland Sea in front of it, and the Pacific around a neighbouring headland it seemed absurd to rely on the railroad, which at best could quote only inland freights at prices as low as could be obtained by part water traffic, and which for large purposes must add needlessly to the cost and trouble of shipments. It was decided to cut a channel through the bar and to deepen the harbour for the accommodation of all tides of ships drawing 32 feet. That work has involved the outlay of millions of yen and progress with it so far has demonstrated that it cannot be completed within the eight years originally planned for it. The work has occupied five years. Determination to complete has no wise abated by the discovery that it is more of an undertaking than had been supposed, and if it cannot be finished in another five years there seems no doubt that more time and millions will be devoted to its accomplishment.

While this improvement is of prime importance to Osaka, it has a bearing on much larger plans. Kobe owes its growth and prosperity to the fact that it has been the port for Osaka. In the offing at Kobe, ships of any draught may anchor. The industries in that city are minor ones. If mere convenience to shipping had induced the establishment of plant and had thus created a rival to Osaka improvement would have been too venturesome to undertake. Omission to create rivalry now serves as an argument against the improvement of Kobe harbour on a large scale, for now no prospect lingers that capital will attempt to match the industrial progress of a city that has long passed the stage of experiment in this line, and which is only twenty miles away.

So it is proposed to reserve Kobe for use peculiar to itself, by making it a free port. It occupies a location central to the commerce of Japan. The ability of all ships to go there must continue to attract the ocean carriers provided the business to be had may make it worth their while to drop anchor. That must of course be their stopping place so long as the shipping of Osaka shall come there. If deprived of such shipping at this time, Kobe would not only lose its place as the first port of Japan, but it would become comparatively insignificant. Quite apart from the consideration that a harbour of this kind is not common enough in Japan to justify neglect is the fact that, used, new, distinctive, and in harmony with the largest plans for commercial growth, may be found for it.

If Japan is to occupy the place to which it aspires in relation to the commerce of the East, and to become the clearing-house for general trade, it must make such commerce easy and inviting. The customs tariff was not devised with that view. Its application to goods brought here for transshipment would not encourage enterprise in that direction. One way of promoting such a movement would be to give goods so intended free entry somewhere. Kobe has been proposed as the place, for the reasons stated. The general plan of providing distributing centres for cargoes not destined for Japan contemplates the establishment in the North of facilities similar to those which are offered by Hongkong and Singapore. With that view, so far as Kobe would figure in such a plan, a free district would be set off; to be guarded by customs outposts, and within that district no duties of any kind would be imposed. Shanghai need not be considered in the promotion of such a scheme, except as a source from which trade might be drawn, results depending upon conveniences offered for transshipment. With the growth of Japanese trade in North China, and the continuance of the ship subsidy policy, it is thought that shippers from the United States would certainly prefer to send goods for the North China market by this direct route, than round about through Shanghai, and that the cheaper freights possible might also attract goods from Europe destined for the North.

Japan's location with reference to Asia suggests so strikingly the location of Great Britain with reference to Europe as to have prompted forecast of the development of other resemblances. In the last three years the Japanese have consumed more rice than they have grown, exports of four million piculs, for which they received twenty and three-quarters million yen, having been offset by imports of seven million piculs, for

rowed in the service boats. Distance, one mile. Entrance, 50 cents. First prize, \$10. Second prize, \$4. Three boats to start for two prizes.

1—Station No. 1, Boat No. 3, Water Police.
2—Station No. 3, Boat No. 2, Water Police.
3—Station No. 2, Boat No. 2, Water Police.

A fine start and a splendid race, the boats keeping bow and bow for nearly half the course. No. 1 and No. 3 then established a slight lead from No. 2, which appeared to be the heaviest of the three boats, and dropped out at the finish. No. 3 spurted when nearing the flag, but had to be content with second place. Time, 10 min.

FOURTH RACE.
TUG SCULLING.—(Tug sculling boats.) Distance, half mile. Entrance, \$1. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.
1—H. S. Holmes.
2—E. C. Wittehell.
3—A. M. Rosa Pereira, Jr.
4—J. M. Rosa Pereira.

A fierce race, so far as the two Porciras were concerned. "G. M." had to be shouted at repeatedly from the starter's launch to keep his water and not run foul of Wittehell, who lost ground in his endeavours to avoid a collision. A. M. steered at equally erratic course, but as he contacted his operations in open water no one but himself suffered. Holmes, who rowed well throughout, won easily. Time, 5 min. 55 sec.

FIFTH RACE.
GERMAN CUP.—Presented by the members of the Club Germania. For four oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.

1. Boat No. 5.
Station No. 5.—Green and white.

Bow	A. Toke	11	3
2	G. H. Edwards	11	3
3	W. Armstrong	12	7
Stroke	H. L. Binney, R.E.	12	3
Cox	R. P. Grant	10	0

2. Boat No. 2.
Station No. 2.—Green and white.

Bow	F. C. Barlow	10	0
2	G. F. Peppier	11	0
3	H. Brauer	11	5
Stroke	W. O. Kohler	12	7
Cox	H. W. B. Kenzett	10	0

3. Boat No. 3.
Station No. 3.—Dark blue and light blue.

Bow	F. D. Bain	9	9
2	J. H. R. Hance	10	2
3	A. Humphreys	11	6
Stroke	E. H. Hance	10	0
Cox	S. A. Seth	10	0

4. Boat No. 4.
Station No. 4.—Red and blue.

Bow	M. R. Storer, R.A.	10	10
2	A. D. Chanter, R.A.	10	5
3	L. A. Farnshaw, R.A.	10	10
Stroke	E. Myles, R.A.	11	8
Cox	B. S. Brown, R.A.	10	0

5. Boat No. 5.
Station No. 5.—White, crimson, and blue sash.

Bow	G. H. Rubie	9	12
2	R. Lapsley	11	4
3	J. Miller	40	11
Stroke	A. E. Alves	11	11
Cox	C. M. S. Alves	10	0

The race was half-an-hour late in starting, regrettable state, and when the boats made an appearance further time was lost in getting them to line up. The five got off to an even start but the R. A. boat soon dropped astern, and although the crew made a smart later on, their chances were absolutely nil. The race resolved itself into one between the two boats of the Hongkong Boat Club, Herbert and Alves running about level for third place. Binney's crew won, in spite of the ground they lost by the erratic steering of Grant, the coxswain, who must better form if he intends to make any show in the International to-day. Time, 7 min. 15 sec.

SIXTH RACE.
MEN-OF-WAR'S CUTTERS.—The boats to be approved and handicapped if necessary by the Committee. Distance, one mile. Time allowed for oars, 3 seconds per oar. Four boats must start for two prizes. Entrance, \$1. First prize, \$15; second prize \$5. (Post entries). Service oars and conditions.

A crew from the *Ocean* was the only one to face the starter, and as in the first race, they were allowed to row over for the prize.

SEVENTH RACE.

SCULLING CHAMPIONSHIP.—Distance, one mile. Open to amateurs in the East.

1—W. C. Kohler 2—H. W. B. Kennett

This event was set down for the second day, but as the water was deemed favourable for the race it was decided to row it off at once. Kohler and Kennett were the only competitors. Dr. Denhard, of Shanghai, not putting in an appearance. The conditions proved less favourable than they seemed, for the choppy water made it impossible for the scullers to develop any speed. From their positions on the extreme sides of the course, it was impossible for a time to accurately judge who of the two was leading, and by how much, but Kohler, pulling only about 20 to the minute, succeeded in establishing a lead which placed Kennett right out of the race. The latter was placed at a further disadvantage by the heavy wash of the *Hercules*, which ran along the margin of the course at line speed. Kohler won easily, Kennett ultimately going out of the course. Time, 11 min. 13 sec.

EIGHTH RACE.

VICTORIA RECREATION CLUB CHAIRMAN'S CHALLENGE CUP.—For four oars. Cup to be held by the winning crew for one year, but to remain the property of the Club. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

The winning boat got away at the start, and although challenged by A. A. Alves's crew, kept a plucky lead all the way. Time, 7 min. 59 sec.

NINTH RACE.

SNAKE BOATS.—Open to Chinese snake boats. Distance, one mile. 1st prize, \$10; 2nd prize, \$5. Eight boats to start for 3 prizes.

1 Station No. 7, Yau Ho Yellow and Black.

2 Fook Ki Yellow.

3 Mow Yuen Green.

4 Tai Hing Chuan Black.

5 Li Tak White.

6 Li Tak Red and White.

A most amusing race. One crew passed a samshan jar along before it started and during its progress the coxswains shouted encouraging remarks to the straining oarsmen. The race was finished in good time—8 min. 12 1/2 sec.

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NOTICE

THE Hongkong Boat Club Launch (Flag
Green and White), will leave the Queen
Stable Wharf at 1 p.m. and 2 p.m., TO-DAY
(THURSDAY), for the purpose of taking
members and their friends to view the Regatta.
Hongkong, 10th December, 1902. [3314]

HONGKONG REGATTA, 1902.
11th DECEMBER.

THE Committee of the Victoria Recreation
Club and Hong Kong Boat Club request
the pleasure of the Company of the Ladies of
Hongkong TO-DAY (THURSDAY), the
11th DECEMBER, at 1 p.m., on board the
sailing ship "Daylight," which has been kindly
placed at the disposal of the Committee as a
flagship by Captain Reade.

The Ladies' Prize will be presented by Miss
Goodman immediately after the race TO-DAY
(Thursday), the 11th inst., at 3.30 p.m.
(Through the courtesy of Mr. Dixon, the Chief
Manager of the Hongkong and Whampoa Dock
Company, Limited, the "Fame" will leave
Blake Pier at 12.30 p.m., and 1.15 p.m., to
convey visitors on board the flagship, leaving
the flagship 10 minutes after the last race.

Admission to the Regatta (Gentlemen) 5s.
Tickets for admission may be obtained from the
Steward, V.R.C., or Hon. Secretary, Hong-
kong Boat Club.

By kind permission of Colonel Fremonger
and the Officers, the Band of the 33rd Burma
Infantry will perform.

FRANK W. WHITE,
Hon. Sec. V.R.C.;
C. H. GALE,
Hon. Sec. H.K.B.C.

Hongkong, 4th December, 1902. [3233]

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THE Undermentioned Banks will be
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Business at 1 p.m. TO-DAY (THURSDAY),
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SPORT AND ANECDOTE.

BY AN OLD FOGEY.

HALF-BACKS AS SCORING AGENTS.

In the matches played last Saturday under the
auspices of the First Division of the League, I
was curious to note that Nelson scored the only
goal for Grimsby, and thus earned their point
against Notts County, while against the Black-
burn Rovers Holford performed a similar office
for Stoke. A youth named Greenhalgh, of
Bolton, secured the only goal of the Wanderers
in the Everton match, while Ben Warren, of
Derby County, increased the total of the Mid-
landers against Sunderland. Moreover, the
Wearside decided to give their centre-
forward Miller, a veteran, but still a warrior,
a rest, and they brought up Farnham, a
native of Elgin, to take his place, and he
netted the ball in legitimate fashion. Now I
quoted these odd instances of goal-getting to
show how useful half-backs can be—for all these
men play in the middle line of their various
teams. In eighty-eight First Division struggles
during this season 260 goals have been re-
gistered, and I cannot help thinking that it is
extremely valuable to note that about an eighth
of these have come from the feet of half-backs.
On looking over reliable reports of the engage-
ments, it will be seen that Abbott of Everton,
Jackson, of Sunderland, and John May, of Derby
County have each shot three goals; Walter Bull
(Notts), Carr (Newcastle), Frank Forman (Notts
Forest), Archie Goodall (Derby County), Mc-
Clure (Blackburn Rovers), Nokes (Grimsby),
Ben Warren (Derby County) have each obtained
two goals; and Tom Booth (Everton), Farnham
(Sunderland), Jones (Middlesbrough), Lloyd
(Derby County), Logan (Blackburn Rovers),
Robinson (Nottingham Forest), Stevenson
(West Bromwich Albion), Warren (Nottingham
Forest), Greenhalgh (Bolton), and Holford
(Stoke) have each found the goal-net once.
These facts are mentioned not as curiosities—
although the number of goals is unusually large
so early in the season—but as serving to em-
phasize the extreme importance of half-back play.
One often sees in the newspapers that the half-
backs are the backbone of any team; and so
they are, but I scarcely think that some of the
spectators grasp the true inwardness of their
importance and utility. I question, too, if some
of the players themselves know how serviceable
they really are to a side. It is quite a popular
fallacy that the forwards are the scoring agents
in all football. The half-back often has a
better chance than the men in front of him, and
if the reader will take the trouble to think about
it a really swift and clever half-back is more
likely to take a goalkeeper unawares
and is more likely to find him unsighted than
any effort from a forward, well within his view.

THE VALUE OF SOME OF THE GOALS.

It is impossible to exaggerate the intrinsic
value of many of these goals to which I have
referred as coming from half-backs. For in-
stance, on the 11th of October, Middlesbrough
were beaten 3-2 by Derby County, and all those
three points were made by the half-backs, for
John May credited his club with two of them,
and Archie Goodall with the remaining one. I
once heard a famous footballer say that any
good half-back was three single gentlemen
rolled into one, for at times he was a sixth
forward, he was always a half-back, and on
occasion he was a full back. This I thought
was very neat, and proved in a happy manner
that the half-back is after all the handy man
of the field. But I must not be too discursive,
for I am practically concerned to emphasise
the point of the real value of these goals.
There is a swarthy, wiry, firmly-built half-back
at Sunderland in Jackson. Standing 5ft. 8in.,
and weighing 11st. 5lbs., he always strikes me as
one of the neatest and yet strongest men playing
football this season. He is, I believe, a Middles-
brough man, and he has notched three goals this
season. With what result? The first on Sep-
tember 13th was the winning point of the match
against Liverpool, and the second, on October
14th, was the deciding goal of the fight with
Aston Villa at Birmingham. Now these two
goals brought in four points, and his third
against the Blackburn Rovers on October 25th
materially helped towards the drawn struggle.
Again in this same match Farnham obtained
Sunderland's second point, and apparently the
winning goal until Logan popped in a ball which
made the tie 2-2. And Walter Bull's goal
against Bolton Wanderers on September 20th
gave the side he captains a brace of points.
But I think I have from recent football said
enough to prove my contention that half-backs
this season have been unusually accurate in
their shooting, and it is, impossible to over-
estimate the value of the goals they get, as in a
large measure they are unexpected. I do like
to see a half-back shoot, and I trust that if any
young players read these lines they will never
fail to aim at the target when they are well
placed. Nothing was finer in the two inter-
national games played between England and
Scotland last spring than the bombarding of
Frank Forman and the shelling of Jack Robert-
son. During the match they made many beau-
tiful efforts to net the ball, which they volleyed
into the mouth of goal time and time again. In

one season Tom Booth at centre-half registered
nine goals for the Blackburn Rovers. This is
quite as much as some forwards achieve in a
campaign, and of course, their chances are in-
finitely greater. On the other hand, take
Andrew McAllister, the centre-half of Sunder-
land. He had nearly completed his fifth season
with the Roker Park eleven before he ever did
the trick. His victims were Grimsby on March
22nd in this year. For this one goal McAllister
was presented with a piano and a gold watch
and chain. This was very handsome remunera-
tion, but all the same I opine that this wonderful
player had earned snuff gifts by his unswerving
fidelity and splendidly sustained play. Appa-
rently a goal from a half-back has quite another
value up in the North.

A FEW WORDS ON HALF-BACK PLAY.

In view of these facts I cannot help recalling
the advice of John Goodall to half-backs when
he says: "Practise shooting at goal. Some-
times a half-back has a better chance for
shooting than ever falls to a forward." Again,
my old friend Ernest Needham has written of
the half-back: "Often he will have as much
chance of scoring as a forward, and then he
must seize the opportunity. In one of the
League matches a few seasons since, each of
our half-backs scored, and we won by three
goals to none. In another I especially remem-
ber, we were a goal behind, when a half whose
name modestly forbids me to mention, scored
twice and won the match. But do not infer
from this that a half-back should always be
shooting at goal; on the contrary, it is rather
his duty to give the opportunities to his for-
wards, who are the proper men to get goals."
These are all words confirming what I have
already said. While I have laid so much stress
on scoring and the accomplishments of half-
backs during this season, I should like to say
that the ideal man in this position always ad-
vances with their forwards, follow them up at an
even distance of about 25 yards or 30 yards, and
back them up. One of the secrets of Preston
North End's play in their heyday was that the
intermediate line was always about this distance
behind the forwards in midfield, and that near
goal they closed up the gap considerably, assist-
ing in the cannonading process. There never
were three finer halves as a set than John
Graham the backer and the great hurler from
the touch-line, Davy Russell, the Herculean
acrobatic footballer, and the genial ruddy faced
Sandy Robertson—a rare support and stambling
block. John Graham was the smallest of the
three, and he stood 5ft. 5in., and weighed 12st.
7lb., for David Russell was 5ft. 10in., and scaled
13 stones, while Robertson was 5ft. 9in., and
tipped the beam at 12st. 3lbs. Pray note the
timber of these men, the evenness of height, the
solid phalanx of aviridupois. I see a lot of little
men playing half back in these days, but the trio
I have named should be the models of club
managers. Height and weight, reach and quick-
ness are essentials in my opinion for halves.
May I also be permitted to say that the wing
halves should pay particular attention to the
wing forward, leaving his centre-half, and cer-
tainly his full back to watch the inside partner.
Would you believe it? The other day I heard a
wing half-back in a great League team arguing
that it was his duty to look after the inside for-
ward, and not the wing man. Such a man ought
not to be allowed to worry his side and by-pass
his own back. My experience teaches me to
say that the wing half-back should never give
the wing forward—the outside man—any more
scope than he can help. If he be beaten and
passed, the half should always give stern chase,
and above all keep his eyes on the outsider after
he has passed in case the leather be pushed back
again. In this I saw a fine example the other
day in Ezra Hadley, the right half-back of
West Bromwich, for he is a regular "police-
man" on wing forwards. The half-back should
always strive to "feed" his own forwards by
little judicious placing kicks. Never be too
forceful in kicking; be gentle and always try
to pass the ball on the ground. So many half-
backs and forwards to-day will keep the ball in
the air. It is a great waste of time, and very
helpful to one's opponents. The team which will
practice manoeuvring the ball on the ground will
in the end win most matches. Some half-backs
are such entirely defensive players that they
forget to "feed" their own forwards. Consider-
ing his reputation and his position, it seems odd
to remark that Raisbeck is not one of the best
players to the men in front of him. But in the
desire to assist the attack be sure and do not
pass to the other side. Erratic transferences
are always intercepted, and lead to raids in
the direction not desired. As a great player
once remarked, "Pass or leave the field," but
in these passes remember that accuracy is most
essential. Moreover, half-backs should render
every possible assistance to the backs. This
particularly applies to the centre-half, who
should make it a golden rule when danger is
nigh to fall back in front of goal and to play
a sort of cover-goal game. Note the way that
Archie Goodall does this move. One moment
he is away to the front aiding and abetting his
forwards, and next minute he has somehow or
other contrived to scamper behind his own
backs as an additional defence. How does he
do so much at his time of life? This is beyond
my power to answer, for he is certainly the
oldest player in first-class League football to-
day. He has been in at all the fighting ever
since the League was founded. At that time
he wore the jersey of Aston Villa, and the Bir-
mingham club could do with his co-operation
even now.

Quite one of the features of the Association
campaign has been the success of Bristol City
—a club which is playing so well that it is
quite possible the team may be called up higher
next season. This is of course the ambition
of Bristol City, who deserted the Southern
League and joined the Second Division, as
providing the open-door to the upper circle.
Bristol, who lost their first point on their home
ground this autumn to Small Heath, last
Saturday, have just appointed Johnson their
trainer. You don't know Johnson? Well, he
prepared both Sheffield Wednesday and Totten-
ham Hotspur when they won the English Cup;
but he has even greater claims on our con-
sideration than that, for he is Johnson, of
Stockton, a Sheffield handicap winner, and the
fastest sprinter of his day, if not of all time.
On February 9th, 1897, Johnson ran 130 yards
in 12 1/2 seconds, or about eight yards better than
even times! There are some people who do not
believe this record, but I have every reason to
believe it true. Bill Johnson was a wonder, and
in his prime, between 1896 and 1897, he was
very anxious to run a match with Mr. J. C.
Clegg, the present chairman of the Football
Association, for this gentleman was then a most
famous sprinter. Mr. Clegg, who was a pure
amateur, did not wish to run against a pro-
fessional, and so there never was a meeting be-
tween them. But Johnson, who still looks lean
and tall, the picture of a runner, is now attached
to an ambitious team which is only in the
sixth year of its existence as a professional
club. Originally the Bristol suburb Bed-
minster had an organisation, but this was not a
perfectly happy family. The malcontents
started a rival concern named Bristol South
End. They soon had 400 members, sixty of
whom were players. They joined the Western
League in its early days, and achieved some
success. Eventually when a wave of pro-
fessionalism passed over the West and struck
Bristol the Bristol City club was formed, and
is bent on making a name. They have only lost
one match this season, and that against Wool-
wich Arsenal at Plumstead—an enclosure which
proved fatal to Manchester City last Saturday.
Personally, I am inclined to think that Man-
chester City and Bristol City will enter the
First League next April. They are two fine
centres for the game, but Bristol is out of the
way. What a pleasant trip it will be for such
teams at Sunderland, Newcastle, and Middles-
brough to journey down to the mouth of the
Sovereign. In spite of this, I should for many
reasons be delighted to see Bristol win their
way to the front. I would sooner they did so
than Small Heath, for clubs of magnitude are
quite thick enough on the ground in Birming-
ham at the present time.

ROBERT UNION COUNTY CHAMPIONSHIP.

We have had a few games in connection with
the County Championship of the Rugby Union.
Possibly the most interesting was that played at
Hartlepool on Saturday, when Durham, last
season's champions, met Yorkshire. There was
a time when Yorkshire were invincible, but the
secession of their best clubs to the Northern
Union made all the difference. However, when
Mr. Newsome was recently elected president of
the Rugby Union, he predicted that Yorkshire
would soon assert herself again. May be we had
the first signs of the revival on Saturday, when
Durham only conquered by a point—two tries (6
points)—to one try goal (5 points). It was a most
exciting match and evoked great enthusiasm.
The result proves that either Durham are going
down or Yorkshire are coming up again. Mainly
owing to the help of the enthusiasts of Castleford
Yorkshire are coming to the front once more—
and good luck to them say I for their endeavour.
Cheshire, who were formidable opponents to
Durham in the North last season have already
been twice defeated, so that their chance of
asserting themselves has really gone. For the
first time for many years Cornwall gave
Gloucestershire a rare game last Saturday at
Bristol, the result being a draw. These western
counties first met ten years ago. The Cornish-
men are still hoping for their first victory; it
will come in time.

London, 8th November.

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PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th December, 1902, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT STOPPING.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 14th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd December, 1902.

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR SHANGHAI, PORT ARTHUR AND VLADIVOSTOK.

The Russian Steamer

"KOREA,"
Captain Pernitz, will be ready to load here on or about the 15th December for the above ports, and will have quick despatch.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 27th November, 1902.

[3174]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship

"VINDOBONA,"
Captain Colwell, will be despatched as above on THURSDAY, the 18th December, P.M.

This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor. For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents,
Prince's Buildings,
Hongkong, 29th November, 1902.

[3009]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship

"BENGAL,"
Captain A. L. Valentin, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 20th December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London &c. will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 8th December, 1902.

[1]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1902.

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"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

The Steamship

"BENMOHR,"
Captain Wallace, will be despatched as above on or about the 10th December.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 26th November, 1902.

[2079]

THE EAST ASIATIC COMPANY, LIMITED.

NOTICE.

STEAM FOR MARSEILLE, HAVRE, COPENHAGEN AND BALTIC PORTS.

The Danish Steamer

"PRINSESS MARIE,"
Captain Barentzen, due here about the 10th inst., will have quick despatch as above.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 2nd December, 1902.

[2330]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

The Imperial German Mail Steamship

"KONIG ALBERT,"
OF THE NORDDEUTSCHER LLOYD,
Captain C. Polack, due here with the out-land German Mail about THURSDAY, the 11th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 8th December, 1902.

[5]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

The Steamship

"CAPRI,"
Captain Belsito, will be despatched as above on SATURDAY, the 13th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 9th December, 1902.

[4]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Company's Steamship

"LAOS,"
Captain Flaudin, will be despatched for the above ports on or about MONDAY, the 15th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 10th December, 1902.

[2]

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHINGTU" leaves on 29th December.

"TAIYUAN" " " 20th January.

"TSINAN" " " 16th February.

"CHANGSHA" " " 7th March.

Superior accommodation amidstships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 8th December, 1902.

[1981]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

DAYLIGHT, British 4-m. barque, James Reade.
Standard Oil Co.
LOTHAR, Italian barque, A. M. Schiaffino.

OSAKA, British barque, Anderson.—Order.

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES.—Loaded with With Powder. Powder only. and 1 oz. of Shot.

Primrose Cases...\$6.25 \$8.00
Pegamoid Cases... 6.85 8.60
Ejector Brass Cases. 7.50 9.25

Apply to—
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.

Hongkong, 3rd July, 1902.

FOR SALE.

CRUISER YACHT for Sale about 45 feet 17 over all. Fine Sporting Boat. Accommodation for Four. Price, \$1,500. Owner would consider offers or sell share, as he seldom uses the yacht.

W. ROBINSON,
ROBINSON PIANO CO., LD.
Hongkong, 1st November, 1902.

[230]

THE BEST CHRISTMAS PRESENT for your wife and family is a NEW YORK LIFE 20th CENTURY POLICY which will remove all danger of want or worry from their future.

Apply at—
18, BANK BUILDINGS.
Hongkong, 5th December, 1902.

[3258]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"VALETTA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. Himalaya
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. To-day, the 5th inst.

Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 5th December, 1902.

[1]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

The N.D.L. Steamship

"NURNBERG,"
Captain Jaburg, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, 9th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 9th December, 1902.

[3311]

NAVIGAZIONE GENERALE ITALIANA.

